



North West
Casual Classics

BACKFIRE

May 2012



Drive it Day



Protect Against Ethanol

www.northwestcasualclassics.com



CLUB DISCOUNTS

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12th June**



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Orford Green, Warrington

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you in order to claim your discount**

DISCLAIMER

Any views or opinions expressed in the NWCC newsletter do not necessarily represent those of the club, its officers or committee members. No responsibility can be accepted for inaccurate or misleading information within this newsletter,

Please note: The third party liability insurance which the club has taken out only covers members when attending events which have been booked through the club. For other events attended individually, please make sure you are covered by your own insurance.

Chairman's Chatter

Blimey, what an April. We didn't just need wellies, it was so bad that I believe Noah dragged his Ark out of retirement, having removed it from a SORN, of course. Fortunately the Drive it Day run (22nd April), from Ferry to Ferry, kindly organised by Steve and Jilly, had reasonable weather, with several outbreaks of sunshine along the way.



Clearly, they had booked the weather well in advance, but didn't realise they could create it themselves. The two thick fog encounters were certainly not mentioned by Michael Fish in any weather forecast that I saw, and were in actual fact mechanically produced. This may be one for the film makers, because take one faulty Humber servo, and squirt the leaking brake fluid into the inlet manifold, and hey presto, one bl**dy thick fog cloud.

On one of the occasions, it was in a small village that was part of a cycle route. With the fog slowly descending on this unfortunate place, out of the blue came the cycle race, complete with escorts, first aiders and everything that goes with a professionally run event. What they hadn't counted on was the fog, it's thickness, and its effect on the breathing of the competitors. We had visions of a major pile-up. This would have gone down well, I'm sure

Moving on, this didn't prevent the intrepid Tansers from completing the run, and we all made it to the Eastham Ferry and had a well deserved drink and a meal. A big thank you to Steve and Jilly for organising the run, and all those members who took part in it. I think the cycling organisers will keep well clear of Drive it Day in future.

During May we have the Culcheth Community Day, and Cholmondely Castle, with Tatton Park going into early June. The new display gear will be seeing the light of day at Cholmondely and beyond, and the Drive it Day run was also the first outing for the new display plaques

The Shows - bring 'em on !!!!!!!!!!!!!

Russ

Chairperson

Bits 'n Pieces

For club polo/sweat shirts contact Kosi Kare and ask for Mel. Tell her your a member of NWCC and choose which design you want. Standard club colours are blue or white but you can have the club logo on any colour, eg: to match your car. Contact Kosi Kare on 01942 323868.

For other products you can shop online at www.kosikare.co.uk/.

Big Thank you to all who donated/bought books for Mary's Meals.

I have sent £105 which will feed & educate 17 children for a YEAR

Thanks, Sue Thomas

Summer Road Run CANCELLED

The road run this year on the 24th June has been cancelled due to lack of interest. Numbers have been falling over the last couple of years and, as we have been waiting to see if interest improved before doing any planning, there would not now be time to carry it out.

Steve Tanser.

Fuel Additive for Ethanol

Frost is proud to inform you that our Ethomix is now endorsed by the Federation of British Historic Vehicle Clubs (FBHVC) as a fuel additive for protection against corrosion in metals.

Ethomix additive prevents corrosion in the fuel system and internal engine components and neutralizes any acid formation. Essential for nearly all pre 1996 engines including mowers, chain saws, outboards, quads etc.

- Protects against gum and resin build-up and carbon deposits.
- Prevents clogged carburettors, injectors, filters and fuel lines.
- Quickly cleans existing gums, varnishes and carbon deposits.
- Can improve drivability, increase fuel economy, restore power and reduce exhaust emissions.

- Compatible with 2 and 4 stroke engines
 - Stabilizes Ethanol-blended fuels.
 - Bottle treats 250 litres
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There is no such thing as a hole the size of a 5p piece.

Club Events

Cholmondeley - May 13th

Tatton Park - June 2nd-4th

Hale Carnival - June 9th

Ferry Show - July 1st

Warrington TC - July 7th

Oulton Park - July 14th-15th

Boddelwydden - July 22nd

Woodvale - Aug. 3rd-6th

Tatton Park - Aug 18th-19th

Cholmondeley - Sept. 2nd

Bury Festival - Sept 9th

Wellington, Hale - Oct. (date tbc)

Protect Your Vehicle Against Ethanol

If you use petrol for your family car, classic car, boat, motorcycle, Quad, lawnmower, strimmer, rotavator, chainsaw, generator, pump or any other type of equipment that has a petrol engine, you need to know about Ethanol in your fuel.

What is Ethanol?

Ethanol, also called ethyl alcohol, pure alcohol, grain alcohol, or drinking alcohol, is a volatile, flammable, colourless liquid. Best known as the type of alcohol found in alcoholic beverages, it is also used in thermometers, as a solvent and as an alcohol fuel. In common usage, it is often referred to simply as alcohol or spirits.

Where does it come from?

Ethanol is sustainable and domestically produced from renewable resources such as corn, grains and potatoes.

Why add Ethanol to Petrol?

Ethanol is good for our agricultural economy and helps us reduce our dependency on foreign petroleum products. On the “green” side they are aimed at improving air quality and reducing air pollution from fuel emissions.

What proportion of the fuel is Ethanol?

Permitted ethanol content in petrol is 5% which is to rise to 10% in 2013. However we are led to believe supermarket fuels may already have as much as 10% ethanol blended in. We hear a 15% mix is on its way in the USA. While this is good for the domestic farmer and our environment, Ethanol can cause serious problems to your engine and fuel system. Generally

vehicles built after 1996 have been designed with Biofuels in mind, but earlier cars and engines with carburettors are going to need help. What types of problems have been encountered?

1) Water accumulation in the fuel tank - ethanol absorbs water from the air. The water condenses in the fuel tank and will pull the ethanol out of suspension with the petrol. This is bad news because it strips the octane out of the petrol, leaving you with a layer of octane-poor fuel on top and a water-ethanol layer mixture on the bottom. If this gets sucked into the combustion chamber, you will have poor starting and very rough running with potentially engine damage.

2) Deposit is like to build up - Ethanol when mixed with water readily forms Gums in the fuel system much quicker than fuel without Ethanol. These Gums coat fuel system components including filters, carburettors, injectors, throttle plates and will then form varnish and carbon deposits in the intake, on valves, and in the combustion chamber.

3) Lower fuel mileage, Decreased performance and acceleration. Ethanol contains less chemical energy than petrol does, and this means less mileage for the driver. 3-5% drops in mileage are expected.

4) Corrosion of internal engine components - Water contamination may cause fuel system corrosion and severe deterioration.

5) Contaminants in fuel system – water, degraded rubber, plastic, fibreglass and rust may get drawn in.

6) It could encourage microbial growth in fuel. Ethanol being organic and hygroscopic may allow the growth of fungus.

7) Short shelf life - as short as 90 days

8) Corrodes plastic and rubber - Ethanol is a strong, aggressive solvent and will cause problems with rubber hoses, o-rings, seals, and gaskets. These problems are worse during extended storage when significant deterioration could take place. Hoses may delaminate, o-rings soften and break down, and fuel system components made from certain types of plastics could either soften or become hard and brittle, eventually failing. Fuel system components made from brass, copper, and aluminium may oxidize. The dissolved plastics and resins now in the fuel could end up in blocked fuel filters or gummy deposits.

9) Melts Fibreglass - bikes and boats with fibreglass fuel tanks can have structural failure as the Ethanol will break down and pick-up some of the materials the tanks are made from. Again this material, dissolved from the tank, can be carried through the fuel system and can cause damage to carburettors, fuel injectors and can actually get into the combustion chambers.

From Frost Newsletter

Drive it Day

by Steve Tanser

As Russ has said in his Chairman's Chatter piece, we had a couple of foggy moments during the morning.



But more of that later. The day started off a little damp, but there

were signs that it could clear up. We were pleased to see that there was the same number turned out as on the list.

We got started and everyone seemed to have a good day, that is except us in the Humber.



The first problem was minor. I heard a rattling noise as we rounded the roundabout at the bottom of Lovely Lane. Stopping to investigate revealed the hub grease cap had come loose and fallen into the wheel trim.

Onward once more and we were making good time and enjoying the drive. The route went down the Northwich road from Stretton and then turned right to go past Anderton boat lift. At the first village I had to



brake suddenly and a large cloud of smoke blew out of the exhaust. I couldn't stop right there, so carried on slowly and the smoke cleared.

A little later we turned off the A49 into Acton village right into the middle of a cycle race where it happened again. This time we stopped. After checking the levels we came to the conclusion that brake

fluid was leaking into the brake servo, and then was being sucked into the engine. Just before starting up again I noticed some flashing lights and realised the cycle race was coming along.



After waiting for the race to pass we set off to get to the half way stop where Rob suggested we leave the Humber there and get in with him to finish the run. We then got some brake fluid on the way back to the car. We then clamped the flexible pipe to the inlet manifold and limped home.



The Ferry Hotel was great. Although we hadn't reserved they put tables together so we could all eat together. As usual the food was excellent.

A big thank you to Rob for helping us out and I've now overhauled the servo.

Backside